



Meeting Minutes – “Feasibility Meeting”

Project Name: Issaquah Gateway
2290 Newport Way (Former Mull Property)
Meeting Location: City of Issaquah, City Hall

VIA Project # 76314
August 18, 2014

Attendees:

Lucy Sloman (LS)	Land Development Manager, City of Issaquah
Keith Niven (KN)	Economic Development Manager, City of Issaquah
Matt Roewe (MR) (Meeting Notes Author)	Project Manager /Planner, VIA Architecture
Jim Bodoia (JB)	Lead Architect, VIA Architecture
T Frick (LC)	Communita Atelier Landscape Architecture
Roy Lewis (RL)	Triad Engineering - Civil

Issues Discussed

No.	Description	Action:
1	<p>General Introduction: (MR) The design team introduced the proposed project and how it has evolved from previous proposals. This project meets the intent of the C.I.P. Village Residential zone as moderate density residential use.</p> <p>The redevelopment area is limited to the central 13 acre portion of the property. The most western and eastern reaches of the overall 38.17 acre property will not be included as part of this project. Delineated wetland areas will remain with buffers. Development program includes 400 units of multifamily housing in 20 separate residential buildings and a club house/commons recreation building for all tenants. Two of the residential buildings are proposed as 5 story elevator buildings while the remainders are three story “walk-up” apartment buildings ranging from 10 to 20 units each.</p>	-
2	<p>Changes from previous plans: MR and JB highlighted how the current plan has evolved from previous proposals. Taller buildings buffer I-90, a simple loop lane organizes the site, buildings are less regimented in their orientation and the entry sequence features the clubhouse, generous open space and neighborhood streetscapes.</p>	-

Alan Hart AIA
Graham McGarva AIA

VIA Architecture
1809 Seventh Avenue
Suite 800
Seattle, WA
USA 98101
tel 206 284.5624
fax 206 624.5624

info@via-architecture.com
via-architecture.com



LS commented that she appreciated :

- The positioning of the taller building near I-90 to act as sound buffers and help serve as gateway elements.
- The mid-block pedestrian crossings
- Configuration, landscaping and concealment of the parking courts between walk-up buildings.

3	Parkland dedication: (MR) In the spirit of the Central Issaquah Plan (C.I.P) the applicant anticipates dedicating approximately 2.15 acres of the site as public park. It is anticipated that an access trail over Tibbett's Creek could connect through this property and park area and back to the exiting bike and pedestrian facilities on Newport Way. LS indicated that the value of the dedication of Park land is applied to the open space mitigation fees for the development.	LS recommended the applicant meet with The Parks Department on the configuration, use and programs possible for this site.
4	Shared Use Trail: (LS) Figure 7B called "significant community spaces" in the C.I.P. shows a shared use route through the site with a desired ped/bike bridge over I-90. MR indicated that the trail through the dedicated public park space from Rowley properties would meet this intent since no bridge is planned over I-90	LS noted that the city will review more deeply at the pre-application stage.
5	Developable Area configuration & FAR calculation: MR noted that a considerable amount of the property is not being developed as part of this project or is in wetlands or park dedication. Wetlands: MR reviewed the setbacks for wetlands and the approach to averaging or enhancing to reduce setbacks. MR presented the method of determining the developable area excluding the areas above. MR also indicated that the amount of building area creates a density of 0.76 FAR and meets the requirements of the C.I.P. LS concurred that the measurement and the delineation methodology appeared to be calculated appropriately.	LS recommended the wetland consultants coordinate with SEPA official, Peter Rosen
6	Single access point off Newport Way: (MR) A single public access lane is proposed off Newport Way. It is anticipated that a signalized intersection with widening for left turn lanes will be necessary. Two emergency vehicle access (EVA) easements are available and are proposed to be utilized into the Arena Sports property to the east.	LS recommended the applicants confirm the EVA easements with the adjacent land owners. Also, the traffic consultant should review this with proposal with public works.
7	Tandem parking: LS noted that only 50% of the proposed	-

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parking can rely on tandem arranged stalls.

8	Neighborhood Street Circulation Typology: (MR) The organization of the site includes a clear and simple looping lane that would emulate the “neighborhood Street” typology in the C.I.P. . Then parking access area with and ESV lanes extend further into the site as more semi private streets. LS noted this seemed appropriate and that a curb-less street typology may also be utilized here. LS also felt that any apartment frontages should not feel like they face a “parking lot configuration with 90 degree head in parking.	VIA will improve on the configuration of streetscape and parking at apartment entry frontages.
9	Building Setbacks at Wetland Buffers: LS noted that paved streets, sidewalks, curbs, and grass pave surfaces for fire lanes, etc., can be located inside the 15’ BSBL. Building walls and footings cannot.	VIA will change the utilization of these areas to help accommodate site planning improvements
10	Building Height: LS noted that 54’ is the height limit per Exception 3, table 4.4 in the C.I.P. when a parking structure is at the first floor. She also felt that pitched roof forms may use 54’ as the midpoint on a minimum 4:12 pitch. . The density bonus program would not apply if these criteria are maintained.	LS: The pre-app review will more thoroughly vet the proposed roof forms and any exceptions to the height limit. .
11	15’ deep street wall per table 4.4: (MR) The proposed project sets the ground floor apartments back 20’ from the sidewalk rather than 15’	LS recommended The design team study Chapter 11.3 and 11.4 for design guidance.
12	Northwestern Building: LS felt the furthest building to the northwest seemed detached from the rest of the development. She felt breaking up the parking lot in front of it and introducing a landscaped entry element that splits the lot in two would help. Fire department access could be the only traffic to traverse this connection.	-
13	Schedule: MR noted that the project would like to achieve site development approval by mid February, 2015. LS felt that is possible and noted that a community conference meeting is not necessary for this project but two pre-application meetings may be necessary. The development commission hearings after the full application are open to the public.	-
14	Reference Plans from the meeting pasted below:	

ALL after reviewing these minutes, if you have any comments or corrections, please notify us within seven days of receipt or we will assume you concur with the above.

Alan Hart AIA
Graham McGarva AIA

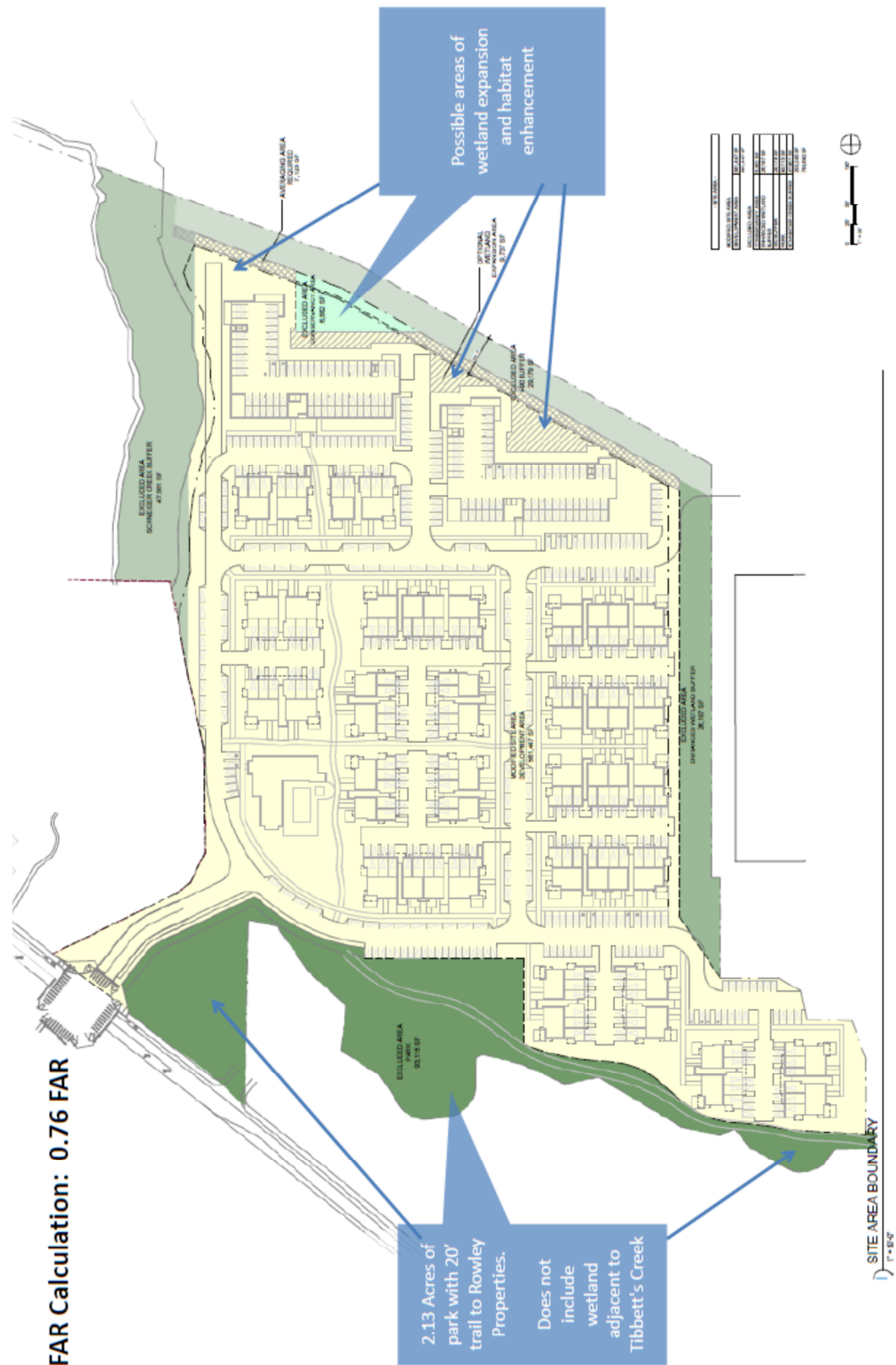
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Current Proposal 2014
Illustrative Site Plan

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Current Proposal 2014
Technical Layout

